Project proposals

Contents

Improve maritime safety	1	Aids to Navigation
and human element	2	Domestic ferry safety
	3	Fishing vessel safety
	4	Global Maritime Distress and Safety System (GMDSS)
	5	SOS SASH (sexual assault and sexual harassment, human
		element)
	6	International Maritime Dangerous Goods (IMDG) Code
	7	International Maritime Solid Bulk Cargoes (IMSBC) Code
	8	The International Safety Management (ISM) Code
	9	Marine casualty and accident investigation
	10	Onboard training of cadets
	11	Search and Rescue (SAR)/Maritime rescue coordination centre (MRCC)
	12	Vessel traffic service (VTS)
Strengthen maritime		
security (port and ship)		
Protect the marine	13	The Hong Kong International Convention for the Safe and Environmentally
environment		Sound Recycling of Ships (Hong Kong Convention)
	14	Green Ha Long Bay
	15	Marine Environmental Protection of Latin American Seas
Strengthen maritime	16	Harmonization of PSC activities
legislation, policy and		
infrastructure		
Enhance global	17	Digitalization
facilitation and security	18	Maritime Single Window
of international trade		
Increase the	19	Women in Maritime Programme
participation and role of		
women in the maritime		(While specific gender projects can be developed, gender equality and
sector		empowerment should be applied to all projects when relevant)
Improve	20	Assist Member States in implementing corrective action plans (CAPs) from
implementation and		IMSAS Audits
enforcement of the		
mandatory IMO		
instruments by Member		
States		
Develop human capacity	21	Fellowships to WMU and IMLI
through training at		
IMO's global maritime		
training institutions		

As at 17 August 2023

Aids to Navigation (AtoN)

1. Project background

The sea, just like land, needs traffic signals to direct vessel traffic and prevent accidents, in particular in coastal areas. Aids to navigation (AtoN) are provided for this purpose. An AtoN is a device, system or service, external to vessels, designed and operated to enhance safe and efficient navigation of individual vessels and/or vessel traffic (Aid to Navigation - International Dictionary of Marine Aids to Navigation (iala-aism.org)). These could be visual, audio or radio aids. AtoN provides guidance to ships navigating to ensure the appropriate routes are used, and danger zones avoided to prevent accidents.

The obligations of coastal States to provide marine Aids to Navigation are included in international Conventions. The SOLAS Convention, regulation V/13, places obligations on Contracting Governments with regard to providing AtoN, and IMO Members have, for many years, sought and received technical assistance in fulfilling these obligations.

It is important for all countries with waterways that support vessel traffic to have updated AtoN fitted, maintained and functional. The relevant national authorities in charge of these aids should be well equipped and have the needed human capacity to maintain these systems.

2. Project objectives and activities

This project has the following objectives:

- Reduce marine accidents and increase the safety of navigation at sea
- Harmonization of marine aids to navigation
- Efficient navigation systems will ease the transition to e-navigation
- Visibility on the importance of aids to navigation

Several steps are included in the project:

- Assist IMO members with the creation of national frameworks for the
- establishment and operation of competent authorities for marine Aids to Navigation
 Beneficiary States will receive technical expertise in the management of these
- Definition of States with receive technical expertise in the management of these resources
 Avenues provided to collaborate with other States and international experiment
- Avenues provided to collaborate with other States and international organizations to ensure the standardization of these aids
- Adequate shore establishments will be included to facilitate communication with ships and maintain aids to navigation
- Facilitate cooperation with and assistance from IALA

3. Preliminary budget

The proposed project portfolio is highly scalable, and one can scale up or down in number of projects or duration.

4. Duration

tbd

5. Implementing partner(s)

IALA, IHO

6. Expected outputs

Countries are equipped with standardized aids to navigation

- Beneficiary States have the technical capacity to maintain and harmonize existing aids to navigation

- Establish adequate shore communication systems and structures to manage aids to navigation

- Best practices

7. Responsible IMO officer/section/division tbd

8. Related SDGs

tbd

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment *tbd*

Enhancing Domestic Ferry Safety

1. Project background

Safeguarding lives at sea is not only important from a humanitarian perspective but paramount to IMO as a specialized United Nations agency. Meanwhile, ferry services are an indispensable means of domestic transport in many countries and, therefore, ferry safety is a key element to ensure sustainable development in these countries.

IMO has a long-standing history of assisting the Member States in establishing passenger ship safety management systems for non-SOLAS passenger ships, based on the mandatory, mature and comprehensive safety management system for passenger ships engaged in international voyages. There are also many lessons learned in this regard by both developed and developing countries, and these experiences can be utilized to build a solid foundation for future improvement on domestic ferry safety.

Nevertheless, frequent ferry incidents, mainly involving domestic ferry boats, have led to high numbers of casualties. There is no sign of a reduction in ferry incidents and fatalities around the world. It is estimated that around 95% of ferry casualties occur during domestic operations. Unfortunately, accidents continue to take place even with the best of intentions and efforts, and provision of guidance. Numerous action plans have been developed and statements made over the years, mostly repetitive in nature. The force of law along with the flexibility to achieve "what must be accomplished" needs to be strengthened. It is an international issue and not just specific to any one region or country. Yet people continue to travel and risk their lives.

According to Baird Maritime, from January to September 2018, 802 people have been found dead or missing due to ferry incidents (all domestic), of which seven incidents were serious, each causing 30 or more casualties. There were 264 fatalities in 2020 and 1,380 in 2021. This can be attributed to the fact that in 2020, the world was still under the effect of Covid-19, which discouraged people from travelling. Moreover, Baird Maritime recorded 681 ferry incidents globally with 36,143 persons reported dead or missing during the past 20 years. According to INTERFERRY, over 60,000 lives have been lost in ship incidents during the past 50 years.

According to the Lloyd's Register Foundation, the global passenger ferry industry has averaged more than 1,000 fatalities per year since the 1960s, with the great majority occurring on domestic voyages in Asia and Africa. From 1966 to 2015 there were 750 recorded fatal accidents involving passenger vessels, resulting in 59,600 fatalities. 93% of ferry accidents occurred during domestic voyages, with 90% of fatalities occurring in just 20 countries and 76% in 10 countries. The accidents can be attributed to overcrowded, poorly maintained ferries without proper safety equipment are common. Crew training and basic seamanship practices are also lacking in many instances.

The Lloyd's Register Foundation notes that passenger ferry fatality figures are high in countries with poor economic circumstances, in particular Bangladesh, Indonesia and the Philippines (BIP), where approximately 27,000, or nearly 45%, of the industry's annual deaths have occurred in the last half century. While efforts to continuously improve passenger and crew safety in the developed world will no doubt improve safety further, the greatest impact in terms of lives saved is achievable in countries, such as BIP. Improvements in developed countries are primarily directed toward stricter enforcement of regulations and highly technological enhancements for large ships. With a few exceptions,

it is recognized that an approach based on these two measures in isolation would be less effective in BIP, where many ferries are extremely overcrowded, operated by essentially untrained crews and whose captains' feel obligated to sail in poor weather as a matter of routine.

Common causes include: domestic ferries unfit for purpose, unrealistic conversions, stability issues particularly lack of damaged stability specifications, over loading, poor passenger management, shortage or unreachability of lifesaving equipment, improper cargo stowage, improper carriage of dangerous goods, lack of crew competence, undeclared mass on board, sailing in bad weather, lack of safety culture, corruption (34 identified by the Secretariat). Above all, lack of all-encompassing national legislation is stated as one of the major causes and this led to the Organization developing domestic ferry model regulations.

The Organization has been working for a long time with some Member States and shipping organizations to promote domestic ferry safety. Back in 2006, IMO and INTERFERRY launched the "ten-year initiative", aimed at reducing the fatality rate by 90% caused by ferry incidents in developing countries. From 2011 to 2015, IMO regional seminars or meetings on ferry safety were convened in China, Fiji, Indonesia and the Philippines. After the sinking of the MV Sewol in 2014 and the MV Oriental Star in 2015, the Secretary-General of IMO called for further attention to domestic ferry safety. Considering the work conducted so far, it is believed that IMO and its Member States should continue their efforts to meet the goal of improving domestic ferry safety so as to reduce the number of fatalities.

More recently, the IMO Secretariat has been working with other stakeholders to address the pressing matter of domestic ferry safety, including INTERFERRY and the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP). A number of regional meetings have addressed domestic ferry safety.

Additionally, MSC 103 endorsed <u>the Bangkok Declaration on Enhancing Domestic Ferry</u> <u>Safety in Asia and the Pacific Region and the Development of Model Regulations on</u> <u>Domestic Ferry Safety</u>, which was the outcome of the Expert Group Meeting on Improving Domestic Ferry Safety in Support of Safe Maritime Connectivity in Asia and the Pacific, which met virtually in March 2020.

The Committee also endorsed the outcome of the regional workshop on safety of domestic ferries and non-convention ships, held in Lagos, Nigeria in October 2019, which supports the development of explanatory notes to the framework Model Regulations on Domestic Ferry Safety.

The Organization's efforts, supported by international organizations, yielded tangible outcomes on improving domestic ferry safety, ending up with the adoption of the Model Regulations on Domestic Ferry (resolution MSC.518 (105)) in April 2022.

In view of the above, the Organization needs to concrete steps to address reduction of domestic ferry accidents by supplementing the recently adopted Model Regulations.

2. Project objectives and activities

As a general overview, enhancing domestic ferry safety has the following components:

.1 prepare an online training material to support domestic ferry safety;

.2 prepare an explanatory manual to support the implementation of the domestic ferry safety model regulations;

.3 organize national/international outreach campaigns and activities to promote the new regulations and training materials; and

.4 establish an online best practices information sharing forum.

3. Preliminary budget

Although currently an estimation has not been made yet, IMO will recruit a consultant to provide an estimation with a breakdown of the deliverables in the form of a concept paper.

The cost of workshops comes down to whether they are online or in-person. An online workshop with interpretation cost approximately USD\$10,000. A regional workshop costs approximately USD\$50,000, depending on location and number of participants. IMO normally holds workshops in all major target regions, which consists of Asia, Africa, Latin America and the Caribbean, Eastern Europe and the Pacific.

Hiring a consultant costs approximately USD\$10,000, depending the work to be undertaken.

Material costs for publications, brochures and development of an online forum will require additional funds.

As this project's main stakeholders will be developing States, the Maritime Safety Division would seek additional funds from the Technical Cooperation Fund, as required, to achieve the above goals, taking into account donated funds, if any.

4. Duration

18 months

5. Implementing partner(s)

Potential partners would be the Maritime Safety Agency of the Republic of Korea (KOMSA), which has been developing a set of educational videos to be uploaded on the coming web-portal, together with the Lloyd's Register Foundation, which has offered in kind support.

6. Expected outputs

.1 online training materials to support the domestic ferry industry, with a view to ensuring that all interested stakeholders have access to these materials so they can effectively implement the new IMO model regulations;

.2 explanatory manual to support the domestic ferry safety model regulations so that they are consistently implemented; and

.3 best practices information sharing online forum, which will enable Member States and organization of IMO to provide best practices and discuss implementation side of the matter.

7. Responsible IMO officer/section/division

Mr. Joseph Westwood-Booth, Senior Deputy Director of the Maritime Safety Division

Mr. Cagri Kucukyildiz, Technical Officer

8. Related SDGs

SDG 1 (No poverty), SDG 8 (Decent work and economic growth), SDG 14 (Life below water)

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

SAFE-to-FISH

1. Project background

Fishing is universally acknowledged as one of the highest-risk industries in the world, with arguably one of the weakest global regulatory frameworks. When comparing fatality statistics in fishing (the latest research by the FISH Safety Foundation shows an annual fatality toll of more than 100,000 fishers), with those of other occupational categories and considering the working conditions that fishers face while at sea, fishing is clearly one of the most dangerous occupations in the world. The safety of fishers and fishing vessels form an integral part of IMO's mandate.

IMO, through the Technical Cooperation and Implementation Division (TCID), proposes to support the Sustainable Development Goals (SDGs) in fishing by promoting 'Global partnership for sustainable development' (SDG 17), as well as 'Decent work and economic growth' (SDG 8) and 'Life below water' (SDG 14).

Problem to be addressed

Food security has consistently been recognized in global fora as one of the world's main challenges. Maintaining a safe, sustainable supply of fish products – for a global population expected to reach 9.7 billion by 2050 (FAO, 2020) – is crucially important, and a daunting challenge. Working to meet this challenge are millions of fishers – with some 95% being classed as small-scale fishers – fishing off a global fleet of more than 4.5 million fishing vessels, with the vast majority under 12m length overall. As noted however, the existing global fishing safety regulatory framework is largely fragmented, and often not fit-for-purpose in many local applications. Coupled to this is a lack of regulatory knowledge and practical assistance available to Administrations in many parts of the world.

The 'SAFE-to-FISH' Project will focus on strengthening the role of National Administrations, especially with regards to the development of their Regulatory (Compliance Monitoring/Enforcement) personnel. This is the area where the most direct intervention can be made. It is acknowledged that there is already a wealth of international instruments, codes of practice, voluntary guidelines and other guidance material available to Administrations and Industry, but practical knowledge of the application of these standards is often lacking. This project will seek to rectify that deficiency. Beyond advocating for more countries to ratify all the relevant Conventions, a focus on enforcement and awareness creation by the Authorities is needed to encourage the use and implementation of these standards.

Ultimately this work is aimed at improving the safety and living/working conditions of the worlds' 50 million plus fishers – whether on large industrial vessels, or on small artisanal vessels.

2. Project objectives and activities

The 'SAFE-to-FISH' Project is aimed at reviewing the existing legislative framework, providing a structured capacity-building program for Compliance Monitoring / Enforcement personnel, promoting ratification of global instruments, and implementing a global awareness creation campaign to strengthen regulatory standards and compliance practice globally. Specifically, the plan will:

- 1. Raise Regulatory knowledge/capacity and improve compliance monitoring and enforcement capabilities globally in Administrations through the development and implementation of training and promotional awareness material.
- 2. Promote the ratification of the respective IMO/ILO/FAO legislative instruments (i.e., The IMO's 2012 Cape Town Agreement (CTA) and STCW-F, ILO's Work in Fishing Convention (C188) and FAO's Port State Measures Agreement (PSMA)), as well as promote the use of the Voluntary Guidelines developed by these Agencies.
- 3. Provide support to countries to ratify/implement IMO/ILO/FAO related instruments.

Plan of Action: A Focus on a Strong Regulatory System

The responsibility for improving fishing safety practice rests with various entities, including:

- The respective UN Agencies mandated to improve safety in fishing
- National Administrations / Competent Authorities
- Fishing Companies / Vessel Owners
- Fishers

Arguably, the best placed of these participants are those in the Regulatory system in National Administrations – Port State Regulators, Maritime / Fisheries Departments, and Compliance and Enforcement officials. They have direct contact with most fishers, vessel owners, associations, etc and are best placed for direct interventions. It is proposed therefore that our educational focus should be primarily on this group at this time. The Project is split into four main Phases:

- A Review of existing regulatory frameworks / compliance practice & training: This will require a thorough review of the existing regulatory framework (including Voluntary Guidelines, and best practice guidance), and compliance practice, as well as an examination of the practicality, applicability and effectiveness of existing training in Industry.
- The Development of Training and Promotional Material: Development of the appropriate training and guidance material, as well as the development of a Resource Hub and promotional material. The information gained above will be used to develop a structured suite of training for the Regulatory System participants.
- The Training and Promotion Activities: The next part of the program is the actual delivery of the training and promotional activities. A suggested initial roll-out plan would be for the training efforts to be targeted at two Leading Implementing Countries (LIC), countries in each of the following Regions: South Asia, South-east Asia, West Africa, East Africa, and the Caribbean. For maximum effect, the accompanying safety awareness program will simultaneously also target the chosen LIC countries, while incorporating a general message to the rest of the global fishing sector.
- Support to Countries with Ratification/Implementation Services: It is acknowledged that the level of ratification in especially two of the most important Conventions is very low. A major effort must be made to get more support for the Cape Town Agreement, and the Work in Fishing Convention. This part of the project will focus on that while co-ordinating these efforts with the training and awareness creation program outlined above.

3. Preliminary budget

USD 3.5 million

4. Duration

4 years

5. Implementing partner(s)

tbd

6. Expected outputs

Effective implementation of the project aims, and deliverables will be an important step towards reducing the unacceptably high fatality rate in the global fishing sector. It will assist especially developing countries in upskilling their regulatory staff, and in aiding the implementation of international instruments related to the safety of fishers and fishing vessels, decent working conditions in fishing, and the fight against IUU fishing. In addition, it will also assist in facilitating engagement of industry and other stakeholders in this implementation.

7. Responsible IMO officer/section/division

tbd

8. Related SDGs

tbd

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

tbd

Project Note: CAPFISH and SAFE-to-FISH PROJECTS

In introducing the SAFE-to-FISH Project, it is important to note that there is no conflict between the work being proposed and the existing WMU CAPFISH Project. While complementary, there are however clear differences in focus and target communities.

The CAPFISH Project aims to develop a comprehensive multidisciplinary capacity-building programme, disseminating the expertise of the UN specialized agencies as well as incorporating academic and practical knowledge to maritime professionals from across the developing world. According to their stated objectives, CAPFISH will be a trans-disciplinary initiative that integrates science, economics, maritime policy and ocean governance, law and regulation, maritime technology and operation, safety at sea, societal factors, human rights, and compliance monitoring and enforcement. CAPFISH Project objectives are aimed primarily at providing awareness / educational offerings / events / workshops focussed on the IUU problem to a fairly high-level audience.

Complementary to this work by the WMU, there is a definite need to expand beyond IUU fishing, focussing particularly on fishing safety and living / working conditions, vessel inspection, and to broaden the target audience to include the group that actually has the power to make a difference on-the-ground – the fisheries and maritime officials and inspection personnel. The SAFE-to-FISH Project is aimed at capacity building of these folk.

Experience on-the-ground, especially in developing LMICs has shown that more than just high-level conferences are required, and the SAFE-to-FISH project outline thus reflects a practical approach. Again, experience on-the-ground has been that fisheries / maritime officials often have little or no knowledge of the rules, or the requirements to enforce them. Nor do they have the resources and ongoing support needed. To support them here, the Project is split into four main Phases as shown below in this Concept Note.

Finally, for examples of practical training / educational material at this level, see the following resources developed by the FISH Safety Foundation <u>www.fishsafety.org</u> (noting that while much of this work targeted fishers, a similar approach will be undertaken for officials):

- A specialist package on "Rules-of-the-Road" (Collision Regulations) for small-scale fishers. See the full resource at <u>https://rules-of-the-road.fishsafety.org/</u> and use password **smallscale2020**. This package is now a FAO certified e-learning training course – <u>https://elearning.fao.org/course/view.php?id=704</u>
- The latest in a series of bespoke country / region-specific safety at sea "train-thetrainer" development programmes – this one for fishers in East Africa. This is available in both English and French. See the FSF East Africa Portal - <u>www.eastafrica.fishsafety.org</u> Password: **east2022**

Global Maritime Distress and Safety System (GMDSS)

1. Project background

Safety of life at sea is always of paramount importance. Ships in distress rely almost exclusively on their ability to alert other ships and shore facilities in order to obtain assistance. Communication, including transmitting and receiving distress alerts, maritime safety information and search and rescue related information, as well as general communications, is one key aspect to save more lives at sea.

Chapter IV (Radiocommunications) of the 1974 SOLAS Convention sets out the provisions for the Global Maritime Distress and Safety System (GMDSS). The GMDSS allows search and rescue authorities ashore and ships to be rapidly alerted to a distress incident so they can assist in a coordinated SAR operation with minimum delay. The system also provides for urgency and safety communications and the promulgation of maritime safety information to ships. Different communication systems form part of the GMDSS, including terrestrial and satellite-based communications.

Under SOLAS regulation IV/5, Contracting Governments undertake to provide, as it deems practical and necessary either individually or in cooperation with other States, appropriate shore-based facilities for space and terrestrial maritime radiocommunication services.

2. Project objectives and activities

This project has the following objectives:

- Implementation of shore-based radiocommunication services for the GMDSS, including modernization or update of existing services

- Parallel implementation of the International Convention on Maritime Search and Rescue, 1979 (SAR Convention)

Four steps are included in the project:

- Support institutional arrangements and policy development initiatives
- Investment in infrastructure and implementation
- Establish partnerships with private sector
- Training of operators on board and ashore

3. Preliminary budget

The proposed project portfolio is highly scalable, and one can scale up or down in number of projects or duration.

4. Duration

tbd

5. Implementing partner(s)

International and intergovernmental organizations (i.e. IHO, ITU, WMO, IMSO, Cospas-Sarsat, etc.)

Recognized mobile satellite service providers

Member States with vast SAR experience and/or radiocommunication infrastructure

6. Expected outputs

- Establishment and upgrading of shore-based facilities providing distress, urgency and safety communications for the GMDSS
- Ensuring effective use of existing systems for dissemination of MSI and SAR related information
- Radiocommunications equipment on board ships
- Qualified operators on board and ashore

7. Responsible IMO officer/section/division

tbd

8. Related SDGs

tbd

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

S.O.S. SASH

For a Safe working environment Of Seafarers (S.O.S.), free of sexual assault and sexual harassment (SASH)

1. Project background

Recent events and news on sexual harassment and assault have highlighted the need for a strengthened effort to prevent these incidents and to reaffirm the need for a culture of zero tolerance to sexual exploitation and abuse.

These issues while recently more in media attention, unfortunately are not new to the maritime industry, neither relate to one specific country or company only. IMO's Sub-Committee on Human Element, Training and Watchkeeping has already recognized that "psychological safety, mental health and wellbeing (including SASH) were issues of serious concern in the maritime sector that required coordinated action by relevant organizations such as ILO and IMO".

Work is ongoing in IMO's Maritime Safety Committee (MSC) and Council meetings. With the objective of ensuring a safe workplace for seafarers, among others, a Joint ILO/IMO Tripartite Working Group (JTWG) to identify and address seafarers' issues and the human element (hereinafter referred to as the JTWG), as endorsed by the 127th IMO Council, was instructed to "consider bullying and harassment in the maritime sector, including sexual assault and sexual harassment, taking into account information submitted by interested parties, with a view to providing recommendations for future steps, including the development of legislation, mechanisms and policies, and the launching of awareness campaigns by relevant stakeholders, aimed at reporting and addressing these matters".

IMO's MSC, in its 107th session, approved draft amendments to table A-VI/1-4 of the STCW Code, to prevent and respond to bullying and harassment, including SASH.

There is also a need however for complementary action, to enhance a culture of zero tolerance to sexual harassment and assault throughout the industry, as well as to analyse best practices, available tools (including technology tools) and overall support to victims of sexual assault and harassment on ships.

The project aims to address these additional needs, by analysing ongoing best practice specifically on enhancing zero tolerance culture, by establishing a Global Industry Alliance to test and champion some communication and training on zero tolerance to SASH and by developing and undertaking a targeted communication campaign on the issue. The project will also submit its progress to the JTWG.

Work under the S.O.S. SASH would be as such complementary to the one foreseen by the JTWG and relevant bodies of IMO, and would work on that stream and integrate findings and recommendations, provisions in the project implementation, as appropriate.

2. Project objectives and activities

Safe working environment of our Seafarers (S.O.S) free of sexual assault and sexual harassment (SASH) aims at creating a supporting culture globally for mariners to know their SASH related rights and obligations, be aware of their own or others wrong doings.

Major stakeholders and their possible roles in this project are:

- The shipping industry: to make a commitment to a zero tolerance of SASH, exchange best practices and challenges, take concrete actions and to test protentional solutions/actions

Flag States: to establish legislation and implement regulations on SASH

- Port States: to support seafarers and establish measures and process to intervene when necessary

- Major seafarer supply countries: to facilitate data collection and offer in-kind support, e.g., to support the development of questionnaires, provide translation to and localize the content of the questionnaires

- Seafarers: to provide responses to questionnaires and give suggestions on solutions/actions

The project builds on the assumption that while progress is ongoing in the JTWG on the provisions of recommendations for the development of legislation, mechanisms and policies, and the launching of awareness campaigns by relevant stakeholders, aimed at reporting and addressing these matters. In order to achieve necessary industry-wide, global changes, there is still a necessity to:

- strengthen industry-wide recognition of SASH issues and establish global ownership, commitment of the industry to address zero tolerance on SASH.

- gather data on SASH on board of ships (and in ports?) and provide opportunities for seafarers to suggest potential solutions.

- communicate clearly zero tolerance policy on SASH globally and showcase leadership, moving towards a new generation of inclusive seafarer community;

- develop and provide training, which is not only obligatory in nature but put great emphasis on obligations to be undertaken, tools to be used by companies (model course could be delivered by IMO-IMLI-WMU, with high-levels and captains present from World's biggest shipping companies in great numbers).

- integration of zero tolerance SASH throughout the implementation work of IMO, include a model and specific indicator in all its technical cooperation activities and major projects, with dedicated information and if appropriate, with specific budget and activities.

The project as such would aim to communicate a clear zero tolerance of SASH as a priority for the industry globally, gather high level support for it from key industry players and as such further drive change both on shore and on land.

The project aims to achieve this by:

(1) creating Global Industry Alliance (GIA) SASH, with industry leaders committing to exchange best practices (including policies, tools, such as reporting mechanisms, victim protection, by-stander obligations) and challenges together, as well as to sign up to concrete actions including to embody the best practices, participate in related campaigns, provide relevant training courses, to further support culture of zero tolerance of SASH and test some potential solutions/actions agreed together;

(2) develop a two-year communication campaign on change of mentality, both on board and on shore (including online) in various languages, targeting both seafarers and wider maritime community;

(3) develop an online and in person (train the trainer format) training, following up on outcomes of the JTWG and IMO's development of STCW training provisions and taking into consideration model course 1.21 on Personal safety and social responsibilities and its possible revision to include specific content to establish appropriate maritime workplace behavioural norms and essential human elements of psychological safety; and

(4) develop an integration module on SASH, as well as standard SASH proposed project activities, indicators, which will be integrated, as appropriate, in all IMO Technical Cooperation and Major Projects trainings, regardless of their main subject area.

3. Preliminary budget	
Component / Output	Cost (USD)
GIA SASH established and minimum of 60% of top 20 shipping companies signed up, participate with commitments and undertake testing of certain tools (with in-kind and cash commitment of shipping companies participating in GIA	600,000 USD In person meetings, tool development, testing, questionnaire, analyses
SASH)	
Zero Tolerance SASH communication campaign developed and distributed with global coverage	<i>Plan, website, products, translation, campaign undertaking</i> 600,00 USD
SASH train the trainers	400.000 USD
programme developed both online and in person, as well as delivered to all GIA SASH CEOs, flag states and selected marine staff	Training developments and model training in IMO with wide media coverage+hybrid
SASH ITCP and Major	200,000 USD
Projects integration component and indicators developed	Development of indicators, slides, booklet and other tools to integrate SASH issues in IMO technical cooperation
P3 project manager	410,000 USD
TOTAL BUDGET	2,21 million USD
(excluding PSC)	
4. Duration	

The current activities are designed for a three-year project. The duration of the project can be extended, or a second phase of the project can follow the first three years.

5. Implementing partner(s)

ILO, the IMO WIMAs, WISTA International and UN Women

6. Expected outputs

Outputs	Activities
1. SASH Global	Establishing GIA with at least 60% of top 20 shipping
Industry Alliance tests	companies on board, committing to concrete actions, tools
tools and instruments,	testing on board of their ships supporting SASH zero tolerance
	shift (year 1)

strengthens ownership by industry Possible partners: ILO/FAO/UNGC	Develop and undertake SASH questionnaire at least on 80% of GIA members' ships with baseline established on SASH zero tolerance awareness and specific issues (as well as allowing recommendation of seafarers themselves) (Year 1)
All Aboard Alliance and the COPE° Working group on Psychological	Questionnaire results, exchange best practices meetings, analyse potential existing or new tools to address SASH (throughout)
Safety, Bullying and Sexual Assault and Harassment in the Maritime Sector	Test selected 3-5 best practices (including policies, tools, reporting mechanisms, victim protection, by-stander obligations) at least on 80% of GIA members ships and compare results (Year 2-3)
	Develop and undertake follow-up Questionnaire and compare results of year 1 and year 3, with agreeing on additional actions, if needed (Year 3)
2. Communication campaign, reaching maritime stakeholders on board and on land delivered and created attention to zero tolerance SASH	Develop targeted communication campaign targeting both -ships/seafarers to know their rights and obligations -shore/seafarers to develop more awareness and knowledge on existing tools for victims (such as existing hot lines) -online, global campaign, raising awareness and commitment of maritime industry (Year 1)
Partners: UNGC/IMOGEN/Seafare rs NGOs?	Translate communication, media items to main languages of seafarers, with addressing also additional cultural barriers, if any (Year 2)
	GIA participant ships to carry/undertake targeted communication (posters/other communication material shared on various languages of ships/seafarers on ships) (Year 2-3)
3. Model training delivered on SASH, following the development of the	Develop train the trainers, online and in person training module building on the work of IMO and the JTWG and project/questionnaire outcomes (year 2/3) Undertake model training course with GIA High Levels and
STCW training provisions addressing bullying and harassment in the maritime sector in IMO and outcomes of the JTWG	captains in presence, who also provide feedbacks
4. IMO SASH Integration model and indicators developed	Develop for integration to IMO major projects and technical cooperation courses 10 slides and additional booklet on SASH to be included in all IMO technical cooperation (both ITCP and major projects) Develop SASH indicators for IMO major projects and ITCP
	activities, to be integrated in all IMO technical cooperation activities (both ITCP and major projects)
7. Responsible IMO offic	er/section/division
tbd	

8. Related SDGs

SDGs 3, 4, 5, 8, 9, 16 and 17

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

Implementation of the IMDG Code

1. Project background

Carriage of dangerous goods and marine pollutants by sea is regulated to prevent injury to persons or damage to ships and their cargoes, and to prevent harm to the marine environment. The International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended, deals with various aspects of maritime safety and contains in chapter VII the provisions governing the carriage of dangerous goods in packaged form. The carriage of dangerous goods is prohibited except in accordance with the relevant provisions of chapter VII, which are amplified by the International Maritime Dangerous Goods Code (IMDG Code).

The objective of the IMDG Code is to enhance the safe carriage of dangerous goods in package form while facilitating the free unrestricted movement of such goods and preventing pollution to the environment. The Code sets out in detail the requirements applicable to each individual substance, material or article, covering matters such as packing, container traffic and stowage, with particular reference to the segregation of incompatible substances.

2. Project objectives and activities

This project has the following objectives:

- Enhance the safe carriage of dangerous goods
- Prevent pollution to the environment

Several steps are included in the project:

- Country's needs assessment and gap analysis;
- To support the national implementation and enforcement of the IMDG Code;
- Training to shore-based personnel;

- Train the trainers for the implementation of the IMDG Code for involved actors/stakeholders (e.g. maritime administrations, ports, related shippers, cargo testing laboratories); and

- Management of dangerous goods in port areas.

3. Preliminary budget

tbd

4. Duration

The proposed project portfolio is highly scalable, and it can be scaled up or down in terms of number of projects or duration.

5. Implementing partner(s)

tbd

6. Expected outputs

- Proper national implementation and enforcement of the IMSBC Code; therefore compliance with the provisions of SOLAS chapter VII;

- Administrative structure, including internal policies and processes;
- Competent administrative personnel;
- Internal self-sufficient trainings; and

- Recommendations and best practices developed for the implementation of the IMDG Code.

7. Responsible IMO officer/section/division

tbd

8. Related SDGs

tbd

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

Implementation of the IMSBC Code

1. Project background

The International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), as amended, deals with various aspects of maritime safety and contains, in chapter VI, the mandatory provisions governing the carriage of solid bulk cargoes. These provisions are extended in the International Maritime Solid Bulk Cargoes Code (IMSBC Code).

The primary aim of the IMSBC Code is to facilitate the safe stowage and shipment of solid bulk cargoes by providing information on the dangers associated with the shipment of certain types of solid bulk cargoes and instructions on the procedures to be followed when the shipment of solid bulk cargoes is contemplated.

The prime hazards associated with the shipment of solid bulk cargoes are those relating to structural damage to the ship due to improper cargo distribution, loss or reduction of stability during a voyage and chemical reactions of cargoes.

Observance of the Code harmonizes the practices and procedures to be followed and the appropriate precautions to be taken before and during the loading, trimming, carriage and discharge of solid bulk cargoes when transported by sea, ensuring compliance with the provisions of the SOLAS Convention.

2. Project objectives and activities

This project has the following objective:

- Enhance the safe carriage of solid bulk cargoes

Several steps are included in the project:

- Country's needs assessment and gap analysis
- To support the national implementation and enforcement of the IMSBC Code;

- Training (future trainers) to shore-based personnel; for the implementation of the IMSBC Code for involved actors/stakeholders (e.g., maritime administrations, solid bulk cargo terminals, related shipper, cargo testing laboratories)

3. Preliminary budget

tbd

4. Duration

tbd

5. Implementing partner(s)

tbd

6. Expected outputs

- Proper national implementation and enforcement of the IMSBC Code; therefore compliance with the provisions of SOLAS chapter VI;

- Administrative structure including internal policies and processes;
- Competent administrative personnel; and
- Internal self-sufficient trainings

- Recommendations and best practices developed for the implementation of the IMSBC Code

7. Responsible IMO officer/section/division

tbd

8. Related SDGs

tbd

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

Implementation of ISM code

1. Project background

Accidents involving vessels have diverse causes. The human element has been identified as the underlying cause in many of these accidents, with management faults also identified as contributing factors. The ISM Code, as the international standard for the safe management and operation of ships and pollution prevention, provides the framework to address the issue of organizational (or management) failure, introducing clear and simple objectives based on sound management principles that put safety management at the heart of shipping company operations.

2. Project objectives and activities

This project has the following objectives:

- Effective implementation of ISM Code
- Development and implementation of safety management systems (SMS)
- Carry out training sessions for Designated Persons under the ISM code

Several steps are included in the project:

- Assess the level of implementation of the ISM code
- Put measures in place for its effective implementation and monitoring

3. Preliminary budget

tbd

4. Duration

The proposed project portfolio is highly scalable, and one can scale up or down in number of projects or duration.

5. Implementing partner(s)

tbd

6. Expected outputs

- ISM code effectively implemented in beneficiary countries

- Beneficiary countries will lead the drive in their regions to effectively implement the ISM code

- Shipowner associations committed to encouraging their members to develop and implement safety management systems

7. Responsible IMO officer/section/division

8. Related SDGs

tbd

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

Marine casualties and incidents investigation

1. Project background

A marine casualty or marine incident may result in a loss of lives, damage to property, total loss of the ship as well as damage to the marine environment, especially in the case of a very serious marine casualty.

A marine safety investigation into marine casualties assists in determining what changes in the present regulations might be desirable and could be used to prevent future accidents.

2. Project objectives and activities

- Campaign to encourage and raise awareness on the regulatory framework, the cooperation, conduct and reporting of marine Casualties and incidents (MCI)
- Encourage the fulfilment of Member States' obligation on reporting including uploading full report of MSIR as well as lessons learned in the MCI module of the Global Integrating Shipping Information System (GISIS).
- Develop new partnerships and/or enhance existing ones (MAIIF/WMU/IMLI/IMSEA) in the efforts to improve reporting rate and provide training projects

3. Preliminary budget

tbd

4. Duration

tbd

5. Implementing partner(s)

tbd

6. Expected outputs

- Increased level of awareness on the regulatory framework, the cooperation, conduct and reporting of marine Casualties and incidents (MCI)
- Member States' improved fulfilment of obligation on reporting
- New partnerships and/or enhance existing ones

7. Responsible IMO officer/section/division

8. Related SDGs

tbd

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

Onboard training of cadets

1. Project background

Shipping remains the most cost-effective means of transporting goods in bulk from one place to another. It is estimated that international shipping is responsible for the carriage of around 80% of world trade by volume and over 70% of world trade by value (UNCTAD, 2018). There are more than 50,000 merchant ships trading internationally, registered in over 150 nations and manned by more than a million seafarers of virtually every nationality. These personnel who man the ships are required to be properly trained to work onboard. A Seafarer Workforce Report, prepared by BIMCO and ICS, released in 2021 indicates that there is, and will continue to be, a shortage of shipboard officers till 2026. Both deck and engineer officers at the management level are also in short supply, as well as officers needed on board offshore and tanker vessels. The report also indicates a current shortfall of 26,240 STCW certified officers.

The enhanced training of officers onboard ships is also in line with IMO's Strategic Directions for the six-year period 2018-2023, specifically SD 1 – Improve in implementation and its output number 1.2 "Input on identifying emerging needs of developing countries, in particular SIDS and LDCs to be included in the ITCP "and number 1.6 "Monitoring of ITCP program implemented on the enhancement of maritime training capacities, including middle and senior management levels".

The Philippines, Indonesia and India are among the top five officer supplying States in the world and these are developing states which need a major boost in the training of their seafarers to meet international standards and supply needs. Identifying the need to provide onboard training for cadets from these countries, as well as all other developing countries, will aid in IMO achieving its set targets.

2. Project objectives and activities

This project has the following objectives:

- Training and capacity building of cadets from developing countries
- Increase in the number of qualified shipboard officers for employment

Several steps are included in the project:

- To form partnerships with relevant organizations to provide practical onboard training for cadets from developing countries to ensure a sustained supply of qualified officers onboard ships

3. Preliminary budget

tbd

4. Duration

tbd

5. Implementing partner(s)

tbd

6. Expected outputs

- Increase in the total number of qualified officers for employment onboard ships

- Increase in the number of qualified female officers onboard ships

- Shipboard personnel acquire practical skills to augment theoretical training and are well prepared for emergencies at sea

7. Responsible IMO officer/section/division

tbd

8. Related SDGs

tbd

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

Search and rescue (SAR) services

1. Project background

The need for adequate search and rescue (SAR) services cannot be over-emphasized to save lives at sea. SAR capacity varies among different countries. In some areas, there are well-established SAR services able to provide assistance promptly and efficiently, in others there is nothing at all or services are very limited.

SOLAS regulation V/7 requires SOLAS Contracting Governments to ensure that necessary arrangements are made for distress communication and coordination in the area of responsibility and for the rescue of persons in distress at sea around their coasts.

Parties to the 1979 SAR Convention undertake to provide, individually or in cooperation with other States, search and rescue services, so that, no matter where an accident occurs, assistance is rendered to any person in distress at sea.

2. Project objectives and activities

This project has the following objectives:

- Wider ratification of the 1979 SAR Convention
- Strengthened national and regional SAR capacity

Several steps are included in the project:

- Encourage and prepare countries to ratify, accede and accept the International Convention on Search and Rescue, 1979

- Training of RCC/SAR personnel
- Establishment of SAR facilities and SAR regions
- Sharing of best practices

3. Preliminary budget

tbd

4. Duration

The proposed project portfolio is highly scalable, and one can scale up or down in number of projects or duration.

5. Implementing partner(s)

tbd

6. Expected outputs

- Develop roadmap and recommendations for ratifying, acceding, or accepting the 1979 SAR Convention.

- RCC/SAR personnel will be trained
- Establishment of necessary SAR facilities and SAR regions

- Best practices will be shared between countries

7. Responsible IMO officer/section/division

tbd

8. Related SDGs

tbd

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

Vessel Traffic Service

1. Project background

In the approaches and access channels of a port and in areas having high traffic density, movements of noxious or dangerous cargoes, navigational difficulties, narrow channels, or environmental sensitivity, risks of marine casualty and incidents are relatively high. Vessel traffic services (VTS) can reduce such risks by extensive management of traffic in such areas. VTS can also:

.1 provide timely and relevant information on factors that may influence ship movements and assist onboard decision-making;

.2 monitor and manage ship traffic to ensure the safety and efficiency of ship movements; and

.3 respond to developing unsafe situations providing information or issuing advice, warnings and instructions to ships.

Under SOLAS regulation V/12, Contracting Governments undertake to arrange for the establishment of VTS where, in their opinion, the volume of traffic or the degree of risk justifies such services.

2. Project objectives and activities

This project has the following objectives:

- Assist IMO Members with the establishment of VTS or the modernization of existing services;

- Improve the safety and efficiency of navigation and support the protection of the environment within a VTS area

- Reduced marine casualties and accidents in VTS area
- Prevention of pollution and emergency response

Several steps are included in the project:

- Assessment of traffic situation for the purpose of determination of the need for a VTS

- establishment of VTS control centres (infrastructure and equipment)

- VTS operators to be trained to IMO regulations/guidelines and IALA standard

3. Preliminary budget

tbd

4. Duration

The proposed project portfolio is highly scalable, and one can scale up or down in number of projects or duration.

5. Implementing partner(s)

tbd

6. Expected outputs

- Assessment of traffic situation for the purpose of determination of the need for a VTS
- Advisory for the establishment of VTS control centres Identification and monitoring of vessels -
- -
- Strategic planning of vessel movements -
- Provision of navigational information and assistance _

7. Responsible IMO officer/section/division

tbd

8. Related SDGs

tbd

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

Hong Kong Convention

1. Project background

Ship recycling contributes to sustainable development and is the best way and practice for dealing with end-of-life ships. The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HKC) was adopted by an IMO diplomatic conference in 2009, aiming at addressing the environmental, occupational health and safety risks associated with ship recycling.

The Hong Kong Convention will enter into force on 26 June 2025. However, the Governments, in particular, those of major ship recycling countries, may still experience difficulties to become a Party and request IMO's technical assistance to enhance its national capacities for safe and environmentally sound recycling of ship.

2. Project objectives and activities

The overarching goal of the project is to enhance national capacities for safe and environmentally sound recycling of ships in the Country by providing technical assistance for ship recycling facilities/industry to comply with the requirements of the HKC and by improving the institutional capacity of the Government.

3. Preliminary budget

1.5 million USD

4. Duration

2 years

5. Implementing partner(s)

Competent authority of the State responsible for ship recycling and the Secretariats of the Basel, Rotterdam and Stockholm conventions (BRS

6. Expected outputs

.1 assessment and legal analysis of ship recycling facilities/industry;

.2 generic guidance and a roadmap to help its ship recycling facilities/industry to comply with the requirements of the HKC;

.3 assessment and gap analysis on ship recycling legislation;

.4 recommendations and a roadmap to progress toward accession to and effective implementation of the HKC; and

.5 workshops for dissemination and training.

7. Responsible IMO officer/section/division

TCID

8. Related SDGs

SDGs 6, 9, 12 and 14

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

Greening of Ha Long Bay (Viet Nam) Maritime Transport through Energy Efficiency and Energy Transition (Green Ha Long Bay Project)

1. Project background

Viet Nam is a member of various sub-regional/regional/international maritime organizations, including the International Maritime Organization (IMO). The country together with Cambodia, Lao PDR and Myanmar were the last four countries to join the ten-nation grouping of the Association of Southeast Asian Nations (ASEAN) and is an active participant in the ASEAN -Maritime Transport Working Group (MTWG). Viet Nam participates in several regional cooperation arrangements on marine environment protection such as the Coordinating Body on the Seas of East Asia (COBSEA) and the Regional Programme of Partnerships in Environmental Management for the Seas of East Asia (PEMSEA), among others. It also plays a prominent role in efforts to protect the Gulf of Thailand. Viet Nam is a member of the Tokyo MOU and Vinamarine represents the country in said regional arrangement.

Viet Nam's merchant fleet consists of around 1500 sea-going ships. Of these, 550 are operating on international routes. The rest of the fleet operate in domestic trade, both in coastal and river routes. Viet Nam has over 100,000 vessels in its fishing fleet.

Viet Nam has just released its new national seaport masterplan to set vision for its seaport system up to 2030 with vision up to 2050. According to the master plan, Viet Nam will develop a synchronous and modern seaport system with high-quality services to meet socioeconomic development demands, ensure national defence and security, maritime safety and environmental protection, and improve economic competitiveness to give a helping hand for Viet Nam to become an industrially developed and high-middle income country by 2030.

Under the master plan, seaports would be able to handle 1.1-1.4 billion tonnes of goods and commodities by 2030, with container throughput reaching 38-47 million TEU. Private investment is expected to make up 95 per cent of the \$13.6 billion going into the development of seaports in this period. State funding will focus on public infrastructure and key areas to encourage investment.

With the commitment of the Prime Minister of Viet Nam to becoming a Net Zero Emission country by 2050 at COP26, all sectors in the country are being encouraged to take up the challenge and provide support for embracing sustainability in their day-to-day work, including the port and maritime sector with awareness and adoption of a Green Ports strategy and initiatives.

All 286 seaports in Viet Nam shall mandatorily go green from 2030, according to the Viet Nam Maritime Administration's Decision No. 710/QD- CHHVN approving green seaport development plan and Decision No. 1461/QĐ-CHHVN program on green energy conversion, reducing carbon emissions of the maritime sector.

Greening of Viet Nam's maritime and port sector, also present a significant investment opportunity for international financial institutions and bilateral investments through Exim Banks etc. Ha Long Bay as a Pilot Demonstration Site for showcasing SMART /Net Zero examples

Ha Long Bay of Viet Nam has been recognized twice by UNESCO as a World Natural Heritage Site.

Ha Long Bay is a popular tourist destination located in northern Viet Nam, and it attracts millions of visitors every year. The bay is known for its stunning limestone cliffs and emerald waters, which make it a popular destination for cruises and other water-based activities.



However, the increase in marine traffic in Ha Long Bay has raised concerns about its potential impact on the environment, particularly in terms of greenhouse gas emissions. According to recent statistics, there were over 6,000 tourist boats operating in Ha Long Bayin 2022, and this number is expected to increase in the coming years. Each boat emits a significant amount of greenhouse gases, such as carbon dioxide (CO2), nitrous oxide (N2O), and methane (CH4), which contribute to global warming and climate change. The amount of emissions varies depending on the type and size of the boat, as well as the type of fuel used. For example, a typical small tourist boat in Ha Long Bay emits approximately 1.1 tons of CO2 per year, while a larger luxury cruise ship can emit up to 5,000 tons of CO2 per year. This means that the total greenhouse gas emissions from marine transportation in Ha Long Bay are significant and cannot be ignored.

Also, with growing international shipping using the navigational channels passing through Ha Long Bay to the seaports in Quang Ninh, area is also subjected to heavy international shipping pressures. There are significant international shipping activities in the Ha Long Bay area, namely the navigation of vessels to/from ports in Quang Ninh province, vessel anchoring, cargo transhipment, particularly transhipment of petroleum products and coal, cruise ships, etc. The area with its ecosystems of coral reefs and mangroves has an important position in protecting the natural biological, ecological environment of the world and is currently being studied by Viet Nam to establish as a particularly sensitive sea area (PSSA).

To address this issue of GHG emissions from ports and international and domestic shipping, there are several measures that can be taken to reduce greenhouse gas emissions from marine transportation in Ha Long Bay. One of the most effective ways is to promote the use of alternative fuels, such as biodiesel or electric power, which have a lower carbon footprint than traditional fossil fuels. Another way is to improve the efficiency of existing boats by implementing energy-saving technologies, such as LED lighting and hybrid engines.

Using Ha Long Bay as an example of the need for energy-efficient and net-zero maritime transport can indeed create significant momentum in Viet Nam and the global maritime sector. Firstly, Ha Long Bayis a popular tourist destination that attracts millions of visitors from all over the world. This means that any initiatives or policies implemented in Ha Long Bay to reduce greenhouse gas emissions from maritime transport would be highly visible to a large audience. This visibility can help raise awareness and educate the public about the importance of sustainable maritime transport, not only in Ha Long Bay but also in other parts of Viet Nam and the world.

Secondly, the maritime industry is a significant contributor to global greenhouse gas emissions, accounting for around 3% of global emissions. As such, reducing emissions from maritime transport is critical in the fight against climate change. By demonstrating the potential impact of energy-efficient and net-zero maritime transport in Ha Long Bay, we can encourage other ports and destinations to adopt similar measures, creating a ripple effect across the maritime industry.

Moreover, as Viet Nam is one of the fastest-growing economies in the world, there is a significant opportunity to promote sustainable maritime transport in the country. By leveraging the success of Ha Long Bayand promoting sustainable practices in other ports and destinations in Viet Nam, we can create a model for sustainable maritime transport that can be replicated in other developing countries.

Finally, the International Maritime Organization (IMO) has set targets to reach net-zero GHG emissions by or around, i.e. close to 2050, taking into account different national circumstances. Achieving this target will require significant investment and collaboration from stakeholders across the maritime sector. By using Ha Long Bay as an example of the need for energy-efficient and net-zero maritime transport, we can encourage the industry to prioritize sustainability and accelerate the transition towards a more sustainable future.

In conclusion, by using Ha Long Bay as an example of the need for sustainable maritime transport, we can create significant momentum in Viet Nam and the global maritime sector for more energy-efficient and net-zero maritime transport. This momentum can help raise awareness, drive investment, and accelerate the transition towards a more sustainable future for the maritime industry.

2. Project objectives and activities

Contribute to the 2050 net zero maritime GHG emissions targets set by Viet Nam through improving energy efficiency and promoting use of alternative fuels, including electricity, by ports and ships in Ha Long Bay area. Also Act as a world's showcase example to promote net zero GHG emission transition in maritime sector

3. Preliminary budget

The budget estimates for this project are built on the experience accumulated by IMO from previously conducted projects of similar type and size.

This budget is a tentative budget and may be amended each year according to the needs of the project and any change in scope of project.

Ou	Output	FY2024	FY2025	FY2026	FY2027	FY2028	Total
tpu t	Description	(USD)	(USD)	(USD)	(USD)	(USD)	(USD)
No							
1	Feasibility studies and other foundational analyses needed as part of establishing green shipping at Ha Long Bay	100,000	100,000	-	-	-	200,000
2	Demonstration project that include conversion of a minimum of two passenger ferry vessels to use electricity and development of electric charging stations in selected ports in Ha Long Bay area	-	-	1,250,000	1,250,000	-	2,500,000
3	Pilot demonstration of energy efficiency and operations optimization activities that can reduce overall energy consumption aboard 2 commercial vessels to and from ports in Ha Long Bay area;	500,000	500,000	-	-	-	1,000,000
4	Bankable proposal for scaling up of the pilot projects to include all Ha Long Bay maritime Traffic to attract development finance and large-scale investments:	-	-	-	-	300,000	300,000

5	Development of systems and platforms for	-	-	250,000	250,000	-	500,000
	monitoring, reporting, and sharing information on						
	the impacts of incentive schemes to						
	promote zero- emission						
	in Ha Long bay area.						
6	Communication and promotion of the pilot-projects internally within Viet Nam, within the region and	50,000	50,000	100,000	100,000	200,000	500,000
	internationally through IMO (including TV documentary)						
7	Total	650,000	650,000	1,600,000	1,600,000	500,000	5,000,000
4 D	uration						

The project is scheduled to launch in mid 2024 and run until 2028.

5. Implementing partner(s)

tbd

6. Expected outputs

1. Feasibility studies and other foundational analyses needed as part of establishing green shipping at Ha Long Bay.

2. Demonstration project that include conversion of a minimum of two passenger ferry vessels to use electricity and development of electric charging stations in selected ports in Ha Long Bay area.

3. Pilot demonstration of energy efficiency and operations optimization activities that can reduce overall energy consumption aboard commercial vessels to and from ports in Ha Long Bay area.

4. Bankable proposal for scaling up of the pilot projects to include all Ha Long Bay maritime Traffic to attract development finance and large-scale investments.

5. Development of systems and platforms for monitoring, reporting, and sharing information on the impacts of incentive schemes to promote zero-emission shipping at ports in Ha Long Bay area.

6. Communication and promotion of the pilot-projects internally within Viet Nam, within the region and internationally through IMO.

7. Responsible IMO officer/section/division

tbd

8. Related SDGs

tbd

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

Marine Environmental Protection of Latin American Seas (MEPLAS Project)

1. Project background

By their very nature, countries of the Latin American region are heavily dependent on maritime transport for access, trade and mobility. The crucial role shipping and ports play and the intensity of shipping in the region can be seen from the map here.



Considering the dependence of countries on maritime transport, the concept of a sustainable maritime transport (SMART) system is becoming increasingly important for the region. In order to provide a seamless and reliable service in the most efficient manner, such a System must deliver safe, secure, efficient and reliable transport of goods across the region, while minimizing pollution, maximizing energy efficiency and ensuring resource conservation. To achieve this, the complexity of the interrelation among various actors in the Maritime Transportation System of LA region should be recognized and taken into account when addressing specific actions.

A SMART System in the LA region requires well-organized administrations that cooperate regionally and promote compliance with global standards, supported by institutions with relevant technical expertise. This would start with the domestication and implementation of the international maritime conventions through legal, policy and institutional reforms as well through building the necessary capacity to implement and enforce these regulations.

IMO's recent mandatory audits of the countries have highlighted some key common weaknesses and gaps that would prevent the LA countries progressing towards a SMART system. These are indicative of the lack of effective implementation of the requirements stemming from the mandatory instruments included in the scope of the Scheme. Most frequent root causes were related to inadequate:

- 1. national provisions, policies and awareness;
- 2. understanding or interpretation of the requirements;
- 3. established written procedures;
- 4. management systems;
- 5. human and financial resources;
- 6. technical capability (trained personnel, hardware/equipment); and
- 7. capacity to promulgate national legislation and keep it updated.

While it was demonstrated by the countries, through various meetings of the high-level policy makers of the countries, that the region is ready to embark on a journey towards a

SMART system by addressing the weaknesses identified in the IMO audits, the unexpected challenge posed by the recent COVID-19 pandemic to such an ambition appears to be very real and significant.

The proposed intervention will use the best lessons learned from another successful IMO project in the Asia region (MEPSEAS), develop strategic partnerships with a large number of donors, UN agencies, industry and financial institutions which would support such an initiative with a view to implement a multi-year, results driven, MEPLAS Programme with clear milestones and outcomes.

Significance of marine environment protection of the LA region



Latin America is home to some of the busiest shipping routes in the world, connecting the Pacific and Atlantic oceans through the Panama Canal. The region also has a number of major ports, including those in Brazil, Colombia, Chile, and Mexico, which handle significant amounts of cargo and fuel.

Unfortunately, these shipping activities can have negative impacts on the marine environment. One major concern is the release of pollutants, including oil and chemicals, from ships and port operations. These pollutants can harm marine life, degrade water quality, and impact the health of people living in coastal areas.

Another issue is the physical impact of shipping activities on marine ecosystems. In addition, ships can accidentally introduce invasive species, which can disrupt local ecosystems and threaten native species.

Shipping is also responsible for contributing to the GHG and other atmospheric emissions. It's also worth noting that the shipping industry in the region often operates with less stringent environmental regulations than in other parts of the world. This makes it all the more important to ensure that appropriate measures are in place to protect the marine environment from shipping activities.

In light of these concerns, it's crucial for the Latin American region to prioritize the protection of the marine environment from the negative impacts of shipping activities. This can be done through a combination of regulatory measures, technological improvements, and best practices in port and shipping operations. By taking these steps, the region can ensure that its vital marine resources are protected for future generations.

However, one main hurdle for implementation of the IMO environmental conventions is the lack of access of these countries to cost effective technologies and lack of infrastructure to support implementation. However, an extremely important development worldwide in the last two decades has been the major surge in efforts to find more effective, technologically based systems to address issues faced by ships and ports. Such efforts comprise government programs, private initiatives, private-public consortiums, local efforts, national programs and international alliances. However, one of the difficulties faced by this diverse global effort is the lack of effective lines of communication between these groups and with governments and the shipping industry. There is an increasing need to create an enabling

environment to facilitate technology deployment towards developing countries and ensure global sustainability through North-South collaboration.

The MEPLAS project being proposed therefore will aim to prioritize the marine environmental protection aspects of the LA region and will take lessons from a similar project that IMO successfully concluded in Asia region – MEPSEAS project.

2. Project objectives and activities

The overall goal of the MEPLAS project is to reduce the risks and impacts of environmental issues related to maritime transport in LA region and to support the Sustainable Development Goals.

The objective of Project is to assist vulnerable developing states of the LA region to complete their legal, policy and institutional reform process and to effectively start implementing the high priority international instruments related to marine environmental protection.

- 1. Establish national and regional governance and advisory mechanisms
- 2. Legal, policy and institutional reform
- 3. Capacities development and National Action Plan (NAP) development
- 4. Knowledge sharing of technologies and solutions

5. Three technology-focussed regional conferences designed to join with maritime industry in pursuit of cost-effective technology solutions for implementing the requirements of the various international instruments that the project deals with

6. Onsite training on technologies and solutions

3. Preliminary budget

The budget estimates for this project are built on the experience accumulated by IMO from previously conducted projects of similar type and size.

This budget is a tentative budget and may be amended each year according to the needs of the project and any change in the scope of the project.

Outp ut No	OUTPUT DESCRIPTI ON	FY2024 (USD)	FY2025 (USD)	FY2026 (USD)	FY2027 (USD)	FY2028 (USD)	Total (USD)
1	National and regional governance and advisory mechanisms established and regional cooperation increased;	200,000	200,000	200,000	200,000	200,000	1,000,000

2	Legal, policy and institutional reform process completed for the selected high-priority IMO environmental conventions;	300,000	300,000	300,000	300,000	300,000	1,500,000
3	Capacities built and National Action Plan (NAP) developed in all project countries for implementatio n of the high- priority Conventions along with institutional arrangements agreed for implementatio n;	300,000	300,000	300,000	300,000	300,000	1,500,000
4	Familiarities and knowledge of technologies and solutions that can be used to implement and enforce the selected environmental conventions enhanced	200,000	200,000	200,000	200,000	200,000	1,000,000
	Total	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
4. Du	ration						
The p	The project is scheduled to launch in mid 2024 and run until 2028.						

5. Implementing partner(s)

tbd

6. Expected outputs

The three key outputs expected from the project are as follows:

1. National and regional governance and advisory mechanisms established and regional cooperation increased;

2. Legal, policy and institutional reform process completed for the selected high-priority IMO environmental conventions;

3. Capacities built and National Action Plan (NAP) developed in all project countries for implementation of the high-priority Conventions along with institutional arrangements agreed for implementation;

4. Familiarities and knowledge of technologies and solutions that can be used to implement and enforce the selected environmental conventions enhanced

The Project recognizes that technology solutions must go hand in hand with legal, policy and institutional reforms in order to substantially reduce the risks of environmental issues caused by shipping. Consequently, the project also includes 3 technology-focussed regional conferences designed to join with maritime industry in pursuit of cost-effective technology solutions for implementing the requirements of the various international instruments that the project deals with.

In addition, all project countries will be provided onsite training on technologies and solutions by inviting the high-level policy makers and operational team of the maritime administrations of the countries to institutions and technology-based organizations.

7. Responsible IMO officer/section/division

tbd

8. Related SDGs

tbd

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

Harmonization of PSC activities

1. Project background

Port State Control

Port State Control (PSC) is the inspection of foreign ships in national ports to verify that the condition of the ship and its equipment comply with the requirements of international regulations and that the ship is manned and operated in compliance with these instruments and ensure maritime safety and security and prevent pollution. The primary responsibility for ships' standards rests with the flag State - but port State control provides a "safety net" to catch substandard ships.

Many IMO conventions contain provisions for Governments to inspect foreign ships that visit their ports to ensure that they meet IMO standards contained in instruments to which the port State is a Party, taking into account the concept of no-more favourable treatment. If they do not, they can be delayed or detained until repairs are carried out and be subject to targeting.

Regional MoUs and regime

Moreover, on a regional level, for ships travelling to different countries in the same region, a regional coordinated inspection that focuses on substandard ships and avoids multiple inspections can be more efficient and cost effective to member States, as well as providing a level playing field to ports of the region.

IMO, being convinced that regional co-operation in the application of port State control measures in all parts of the world would enhance international standards and could further contribute to preventing the operation of substandard ships, thus making a significant contribution to maritime safety and pollution prevention, adopted resolution A.682(17) on regional co-operation in the control of ships and discharges promoting the conclusion of regional agreements.

There are currently nine regional agreements on port State control - Memoranda of Understanding or MoUs - have been signed: Europe and the north Atlantic (Paris MoU); Asia and the Pacific (Tokyo MoU); Latin America (Acuerdo de Viña del Mar); Caribbean (Caribbean MoU); West and Central Africa (Abuja MoU); the Black Sea region (Black Sea MoU); the Mediterranean (Mediterranean MoU); the Indian Ocean (Indian Ocean MoU); and the Riyadh MoU. The United States Coast Guard maintain the tenth PSC regime.

Harmonization of PSC activities

Harmonization of PSC activities globally and between these MoUs/PSC regime is of paramount importance, with an aim to ensuring that as many substandard ships as possible are inspected and at preventing ships from being subjected to multiple inspections.

At present, there are three approaches to encourage the harmonization of PSC activities. **PSCO Training** IMO sponsored the participation of PSCOs from developing PSC regimes at training courses organized by the Tokyo and Paris MoUs as well as PSC reginal training courses/workshops in cooperation with relevant reginal PSC regimes

The goal of the training is to provide participants with an entrant training for new PSC officers and up-to-date knowledge for PSC officers on the subject to ensure harmonizing of the inspection process through qualified PSC officers across all regions.

The most recent one being the 7th Specialized Training on the Inspection of Tankers held from 31 May – 3 June 2022 in the Hague, the Netherlands.

- IMO Workshop for PSC MoU/Agreement Secretaries and Database Managers (PSCWS)

IMO convenes, usually every two years, workshops for PSC MoU/Agreement Secretaries and Database Managers (PSC Workshops), in the form of open meetings.

Workshops aim at establishing a platform for cooperation and sharing experience in PSC inspections and data management among PSC regimes and providing support to developing regional PSC regimes and. PSCWS successfully encourage harmonization and coordination of PSC activities and development practical recommendations which have triggered further examination by the Organization's relevant Committees and Sub-Committees.

The seventh PSC Workshop was held from 24 to 26 October 2017 at IMO Headquarters.

- Analysis of PSC data

As indicators of sufficiency or insufficiency of the existing standard in place, the data and most importantly its trend analysis is necessary to consider the need of change, capacity building for SIDS/LDCs or further development in the existing regulation or creation of new ones.

The Organization signed electronic data exchange agreements with PSC regimes so that the regional information system can provide relevant inspection data to the Global Integrated Shipping Information System (GISIS) PSC module on behalf of the member countries with a view that data and trend analysis could be carried out in the global level.

IMO is also a member of the Editorial Board and an observer of the Supervisory Committee of the Equasis (Electronic Quality Shipping Information System) which compiles PSC data.

2. Project objectives and activities

The overarching objective is to encourage harmonization of PSC activities.

Activities:

1. Sponsor the participation of PSCOs from developing PSC regimes at training courses organized by the Tokyo and Paris Ocean MoUs as well as PSC reginal training courses/workshops in cooperation with relevant reginal PSC regimes.

2. Hold IMO Workshop for PSC MoU/Agreement Secretaries and Database Managers (PSCWS).

3. Produce and disseminate annual reports on global PSC trends and ship performance by analyzing PSC data.

3. Preliminary budget

tbd

4. Duration

Continuous

5. Implementing partner(s)

tbd

6. Expected outputs

1. PSCO training delivered

2. PSCW held

3. Producing and disseminating annual reports on global PSC to identify the trends in port State activities and ship performance and support the rule making process

7. Responsible IMO officer/section/division

Department for Member State Audit & Implementation Support (MSAIS)

8. Related SDGs

SDG 5 Gender equality SDG 8 Decent work and economic growth SDG 13 Climate Change SDG 14 Life below water SDG 17 Partnerships for the goals

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

It is expected that this project will involve a high level of participation of women. The project will aim to integrate with IMO's long-standing programme on the "Women in Maritime" and will enable women to take part or train alongside men and so acquire the high-level of competence that the maritime industry demands. This will be achieved by ensuring that the choice of trainees for the training activities within the project takes into account the criterion of gender balance. The project will promote the participation of representatives of regional and national women's associations in the national and regional meetings.

IMO- Partnerships for Just and Equitable Digital Transition of Global Maritime Sector (IMO-GloDiGIT Partnerships)

1. Project background

Unique Opportunity

This provides a unique opportunity for donor partners to demonstrate leadership in supporting global maritime sector that handles 90% of world trade and is backbone to global economic development, through a digital transformation of the sector while contributing to enhanced safety, security and environmental protection and in particular GHG emission reductions. This can be achieved through supporting developing maritime nations to ensure that capacities are built to ensure the digital transition of this sector is just and equitable as well as support the post-pandemic economic recovery of the world that relies on more efficient logistics, in particular the maritime transport. This project will be the first ever flagship project of IMO in this area and provides any donor an unparalleled opportunity to demonstrate leadership. It also provides an opportunity for highlighting and sharing donor's technical experiences and skills, being the countries that has some of the most advanced digital maritime infrastructures in the world.

Why this Project?

The transition towards digitalization is speeding up in the maritime industry. Digital technologies and solutions are being used to increase competitiveness and enhance operational efficiency. They are also being implemented to spur the industry along the decarbonization path to realize low/zero emissions from international shipping by mid-century. While digitalization has the potential to transform the maritime sector, the increasing gap between developed and developing nations in digitalization efforts will create significant imbalance and this needs to be addressed as early as possible. Also, the digitalization efforts should focus on data harmonization across the maritime value chain. Awareness raising, training, legal and policy reforms and finally technology and infrastructure needs are to be addressed to drive the maritime digital transformation in a just and equitable way.

2. Project objectives and activities

Support effective implementation of the IMO conventions, regulations and guidelines that deal with autonomous and digital aspects of shipping and support developing countries in their efforts to accelerate digitalization, through enhancing government, port and private sector capacities to:

- Undertake legal and policy reforms that will accelerate maritime digitalization
- Develop and implement maritime single windows
- Promote just in time (JIT) arrival in ports (can reduce emissions in ports up to 14%)
- Deliver pilot demonstration projects related to digitalization
- Share experiences of maritime digital transition by the countries who have achieved it
- Support IMO's efforts related to data harmonization and IMO Compendium
- Train the next generation seafarers and administrators to be prepared for the digital and autonomous shipping

3. Preliminary budget

It is expected that the project will be of USD10 million, over a period of five years. The funding requirement will be as follows:

Donor(s) may consider funding the project fully up to US\$10 million or be part of a "Donor consortium" by sharing the contributions to this project (with a minimum of US\$2 million over 5 years).

4. Duration

Five years tentatively.

5. Implementing partner(s)

tbd

6. Expected outputs

What results and impacts can be achieved?

The project will accelerate a global transformation of maritime sector to digital era that will facilitate trade, economic recovery and greening of the sector while addressing climate change through:

• Needs and gaps identified for maritime digital transformation in developing countries

• facilitate international trade through more efficient, safe, secure and green shipping

- thereby supporting economic development of the countries
- Reduced GHG emissions from ports and shipping
- Accelerating the uptake of new and emerging technologies (e.g. Al, IoT, Big data, Machine learning, Blockchain)
- Harmonized data and systems in place to support digitalization
- Trained Seafarers for the digital era

How this can be done?

Through a strategic partnership between IMO and four to five Donors to implement a multiyear global digitalization (GloDigit) project in several developing regions of the world. The Donor may consider funding this flagship project of IMO for over a period of 5 years. The project will be implemented as a pan-IMO project with the involvement of IMO's Maritime Safety Division (technical expertise on digitalization, safety and security aspects), Department of Partnerships and Project (Project Management expertise), Technical Cooperation Division (reach to the developing countries), Marine Environment Division (technical expertise on green aspects) and Legal division (regulatory experience) and well be the first pan-IMO technical cooperation project. The project will also identify strategic partners (including private sector) around the world who would help with this transformative project.

Promotion and Visibility

The partnership will be made visible through IMO press releases, TV and broadcast media, IMO council and committee meetings as well as highly visible international fora. The project will be regularly reported to the various meetings of IMO. Websites, logos and other communication materials will be prepared and shared.

If this partnership discussion is concluded by September 2022, there exist a great opportunity for IMO and Donor(s) to sign this partnership agreement on the day of the World

Maritime Day (29th September), where all IMO member States will be invited to join the celebration in London. This then can be followed up with a project launch event at an appropriate time in early 2023.

7. Responsible IMO officer/section/division

tbd

8. Related SDGs

tbd

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

Maritime Single Window

1. Project background

Before a ship enters a port, there are certain documents that are required to be shown to regulatory authorities of the port state to comply with regulatory requirements. These different authorities request similar information and ships would usually have to submit the data to each authority to get the necessary clearance to enter the port. To reduce the administrative burden, a single window environment is created so that information will be provided once and the relevant authorities all have access to it, thereby preventing duplication when submitting data to authorities separately. In support of this, recommended Practice 1.3quin in the FAL Convention encourages the use of the "single window" concept, to enable all the information required by public authorities in connection with the arrival, stay and departure of ships, persons and cargo, to be submitted via a single portal without duplication.

To improve efficiency in shipping, IMO also set out to digitalize shipping hence the amended FAL Convention mandates the use of modern information and communication technology and, in particular, electronic exchange of information, including electronic data interchange (EDI), to transmit information related to maritime transport.

As information is exchanged electronically, the single window is a solution to further improve efficiency and reduce administrative burdens on ship personnel.

IMO FAL 45 adopted new amendments to the annex of the FAL Convention, which will make the single window mandatory for all contracting states from 1 January 2024, the expected date of entrance into force the new amendments. It is therefore in the right direction for capacity to be built in Member States as they prepare to implement MSW globally.

The term "maritime single window" (MSW) can be defined as a one-stop service environment that covers maritime and port administrative procedures, such as port entry/departure declaration, notice of security reports, and other related information between private sectors and public authorities nationwide (FAL.5/Circ.42/Rev.2).

Recent IMO projects on MSW:

• To encourage the adoption of a maritime single window (MSW) system among small island developing States (SIDS) in the Pacific region, IMO and World Bank Group are jointly assisting Member States to digitalize clearance processes in their ports. Fiji is the first stop to benefit from the adoption of an IMO generic MSW system. The MSW system developed and implemented will be part of the national initiative in Fiji and integrate into the National Single Window of Fiji.

• The Single Window for Facilitation of Trade (SWiFT) Project is a collaboration between IMO and Singapore aimed to develop an MSW system to allow electronic submission, through one single portal, of all information required by various Government agencies when a ship calls at a port. Funded through in-kind contributions under the Singapore-IMO Third Country Training Programme (TCTP) and IMO's Integrated Technical Cooperation Programme (ITCP), the pilot project aims to establish an efficient digitalized system for electronic exchange of information in ports for ship clearance in the port of Lobito

before the initiative is scaled up and used as a template to benefit more developing countries in subsequent phases.

2. Project objectives and activities

This project has the following objectives:

- Facilitation of maritime trade
- Maximize harmonization and standardization between ports
- In support of the digitalization of the shipping sector
- Reduces avenues for corruption to take place

Several steps are included in the project:

- Needs assessment for MSW/PCS implementation (Diagnosis or feasibility)
- Building capacity in beneficiary states to deploy and implement single window systems
- Assist beneficiary states set up and implement single window systems
- Training on the use of single window systems and network
- Train personnel on cybersecurity risks

3. Preliminary budget Component / Output Cost (USD) MSW/PCS Needs assessment for 100, 000 implementation (Diagnosis or feasibility) Development and implementation of MSW 600, 000+ Machine to Machine component of MSW 300, 000+ TOTAL BUDGET (excluding PSC) 1,000,000,000 4. Duration

The proposed project portfolio is highly scalable, and one can scale up or down in number of projects or duration.

The 'Needs assessment for MSW/PCS implementation (Diagnosis or feasibility)' intends to identify country starting point and specific needs related to the development of electronic exchange of information, MSW/PCS and provide recommendations to address any gaps related to organization, legislation, technical and operational aspects for the further development and implementation of MSW. The timeframe is 6 months.

The 'Development and implementation of (regional) MSW' intends to develop and implement of a MSW in a country/port. The timeframe of this project is 1 to 2 years, and will include:

• Mapping out the port processes, understanding the operating environment and defining user requirements

- Continuous technical design, development, and testing of system
- Training and product launch

The 'Machine to Machine component of MSW' intends to develop existing public domain MSW software by adding machine to machine automated data exchanges. Its timeframe is 1 to 2 years.

	5.	Im	plementing	partner(S)
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NIL

6. Expected outputs

- Beneficiary states would have developed legislation and policies to implement MSW
- Reduce vessel time at anchor and at berth, minimising emissions
- Improve safety of a call thanks to data certainty and availability
- Reduce human ship-to- shore interaction better health and safety

- Greater efficiency by allowing authorities and companies serving the vessel to synchronize their activities in tandem with vessel arrival and departure time

- Increase supply chain predictability thanks to advance vessel and cargo information, optimising processes and risk management
- Maximize harmonization and standardization between ports

7. Responsible IMO officer/section/division

Facilitation Section, Maritime Safety Division

8. Related SDGs

SDG 1, 2, 8, 9 and 17

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

It is expected that this project will involve a high level of participation of women. The project will aim to integrate with IMO's long-standing programme on the "Integration of Women in the Maritime Sector" and will enable women to take part or train alongside men and so acquire the high-level of competence that the maritime industry demands. This will be achieved by ensuring that the choice of trainees for the national training activities within the project takes into account the criterion of gender balance. The training packages developed by the project will include specific materials that will aim at the promoting gender equality. The project will promote the participation of representatives of regional and national women's associations in the national and regional meetings and have included in its work plan a dedicated Output with specific activities to enable fuller engagement and empowering of women in specific area of the MSW project.

Women in Maritime Programme (a current programme)

1. Project background

Today, women represent less than 2% of the global seafarer workforce, and are underrepresented in both government and industry roles within the maritime sector.

There is ample evidence that investing in women is the most effective way to lift communities, companies, and even countries. Countries with more gender equality have better economic growth. Companies with more women leaders perform better (see study, The Bottom Line: Corporate Performance and Women's Representation on Boards). Peace agreements that include women are more durable. Parliaments with more women enact more legislation on key social issues such as health, education, anti-discrimination and child support.

The evidence is clear: equality for women means progress for all.

Key statisitcs

Within the industry

In shore-based recruitment, 89% of non-operational, support, and administrative roles were held by women - double the number occupying core roles, at 40%. 17% of board members were women.

In port operations and services, women occupied 12% of core roles, and 35% of support roles; 18% of board members in this segment were women.

For shipbrokers and charterers, women occupied 58% of support roles, and 26% core roles – and 18% made it to the boardroom.

Offshore does not seem like a welcoming segment for women in general, with 23% in administrative roles, 6% in core roles, and 17% in the C-level.

Within maritime authorities

Within those countries that do collect data, women make up about 20% of the workforce.

One exception is the SAR department. Here, the share of female staff lies about 10%.

On the other hand, the share of female training staff lies above the average, just shy of 30% and so does the share of female diplomats with 33%.

2. Project objectives and activities

Women in Maritime programme

- Gender specific fellowships to WMU and IMLI
- Facilitating access to high-level technical training for women in the maritime sector in developing countries

• Creating an environment in which women are identified and selected for career development opportunities in maritime administrations, ports and maritime training institutes

• Facilitating the establishment of professional women in maritime associations, particularly in developing countries

Within this historically male dominated industry, IMO has long been making a concerted effort to help the maritime sector move forward and support women to achieve a representation that is in keeping with twenty-first century expectations.

Within the framework of maritime development, and through its Women in Maritime programme established in 1988, under the slogan: "Training-Visibility-Recognition", IMO has taken a strategic approach towards enhancing the contribution of women as key maritime stakeholders.

IMO supports gender equality and the empowerment of women through gender specific fellowships; by facilitating access to high-level technical training for women in the maritime sector in developing countries; by creating an environment in which women are identified and selected for career development opportunities in maritime administrations, ports and maritime training institutes; and by facilitating the establishment of professional women in maritime associations, particularly in developing countries.

3. Preliminary budget

tbd

4. Duration

Continuous

5. Implementing partner(s)

Women in Maritime Associations, WISTA International

6. Expected outputs

Better training, visibility and recognition for women in maritime.

7. Responsible IMO officer/section/division

Technical Cooperation Division

8. Related SDGs

SDG 4: Quality education SDG 14: Life below water SDG 5: Gender equality and empowerment of women and girls SDG 17: Partnerships for the goals

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

Implementation of Corrective Action Plans

1. Project background

The mandatory audits of Member States under the IMO Member State Audit Scheme (IMSAS) came into force in January 2016, to determine the status of implementation of the mandatory IMO instruments, as well as to assist Member States to improve their capabilities and to enhance overall performance in compliance with the mandatory IMO instruments. In order to obtain the full benefits from the scheme, consideration of capacity-building matters in Member States, particularly in respect of human and financial resources, was an important element stated in the Framework and Procedures for IMSAS. In addition, Member States should be assisted in order to prepare for the audit and to address the audit findings, where appropriate.

Since the first IMSAS audit in February 2016, 98 Member States have been audited up to November 2022.

In order to determine the status of the implementation of the corrective action plan by audited Member States, follow-up audits were conducted for 35 Member States audited in 2016 and 2017. An analysis of the follow-up audit of these 35 Member States showed that some Member States are yet to complete the implementation of agreed corrective action plans (CAP). Furthermore, out of 563 corrective actions agreed by these 35 Member States, only 33 corrective actions were found completed and, of those, only 15 were found to be effectively implemented. The audit follow-up process showed a lack of capacity in many of the audited Member States to implement the agreed corrective actions.

The proposed project is to facilitate capacity-building in Member States in respect of human and financial resources. It will include an adequate supply of suitably trained personnel with maritime and audit skills as well as the required software systems to meet the initial needs of the audit and ultimately the aims of the scheme. The project will facilitate the preparation of the audit, identification of obstacles to the audit, and the effective implementation of the actions to address the findings of the audit and to improve their capabilities to implement corrective actions to address the findings reported during the IMSAS audit. In addition, the proposed project aimed to facilitate capacity building in the maritime administration through the training of personnel, exchange programmes, provision of experts, and participation of observers during the conduct of audits in other Member States. The proposed project will be implemented through the Integrated Technical Cooperation Programme (ITCP) of IMO.

2. Project objectives and activities

The objective of the proposed project is to identify Member State(s) who need assistance in the preparation of the audit, to provide technical assistance to facilitate the audit and the effective implementation of the actions to address the findings of the audit and to facilitate capacity building matters in the maritime administration.

The activities that may be included in the project are:

- .1 training of personnel in the maritime administration in the Member State;
- .2 exchange programmes;

.3 provision of technical experts to work with the maritime administration in relevant areas (long period assistance);

.4 participation of observers from the Member State during the conduct of audits of other Member States;

training of personnel from the maritime administration as internal auditors for IMSAS;
 provision of ssoftware systems to meet the initial needs of the audit and ultimately to assist the maritime administration in fulfilling with the responsibilities, obligations and right stemming from the applicable IMO instruments

3. Preliminary budget

tbd

4. Duration

tbd

5. Implementing partner(s)

tbd

6. Expected outputs

The expected outputs from the proposed project are:

.1 overcome the obstacles to completing the audit by the Member State;

.2 effective implementation by the Member State of the agreed corrective actions to address the findings of the IMSAS audit; and

.3 enhancement of capability in the maritime administration through training and exchange programmes;

.4. availability of qualified and trained personnel in the maritime administration through capacity building measures and participation in IMSAS audits;

.5 improved performance in the implementation of the mandatory IMO instruments in the Member State; and

.6 development of required IT tool (software) to assist Member States in implementing and enforcing mandatory IMO instruments.

7. Responsible IMO officer/section/division

Department of MSA&IS

8. Related SDGs

SDG 4 Quality Education SDG 5 Gender Equality

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment

While identifying the Member State(s) for the project and during the implementation of the project in the Member State, inclusivity, equality, and empowerment will be taken into account. Participation by maritime and auditing experts from developing countries will be ensured in the proposed project.

Fellowships to WMU and IMLI

1. Project background

The oceans connect the world together and it is a collective responsibility to take care of them. There is the need to build human capacity, particularly of developing countries, so that they can effectively implement international maritime conventions and standards to ensure a safe, secure, environmentally sound, efficient and sustainable shipping.

2. Project objectives and activities

The World Maritime University (WMU) and the IMO International Maritime Law Institute (IMLI) were established by IMO with the sole purpose of building human capacity and maritime expertise particularly in developing countries and address human resource development in the maritime sector on a long-term basis.

Students who attend these institutions have the privilege of learning from world class professors and visiting experts who are well versed in current maritime issues and international maritime standards and can effectively impart this knowledge to the students.

The students also build a network with their colleagues from other countries and can discuss issues of mutual interest to facilitate the harmonization of policies for the sustainable and safe use of the oceans.

Key statistics

WMU's 5,634 alumni from 171 countries and territories work at the forefront to facilitate global economic activities.

Since its inception, 933 students from 148 States and territories have graduated from IMLI's LLM, MHum, MPhil programmes.

Our Solution

Fellowships to students at WMU and IMLI.

3. Preliminary budget

tbd

4. Duration

Continuous

5. Implementing partner(s)

tbd

6. Expected outputs

More applicants from developing countries to enhance their maritime-related knowledge in WMU and IMLI.

7. Responsible IMO officer/section/division

TCD

8. Related SDGs

SDG 4: Quality education SDG 14: Life below water SDG 5: Gender equality and empowerment of women and girls SDG 17: Partnerships for the goals

9. Diversity (e.g., gender, race and disability) inclusion, equality and empowerment